

## THE GAZETTE.

WEDNESDAY, SEPTEMBER 15, 1886.

### REPUBLICAN TICKET.

Election, Tuesday, November 2, 1886.

### STATE TICKET.

For Governor—**JEREMIAH RUSK**, of Vernon.  
For Lieutenant Governor—**GEORGE W. NYLAND**, of Grant.  
For Secretary of State—**E. G. HARRIS**, of Kenosha.  
For State Treasurer—**H. D. HARRIS**, of Winnebago.  
For Attorney General—**CHAS. E. ESTABROOK**, of Manitowish.  
For Railroad Commissioner—**ATLEY PATTERSON**, of Crawford.  
For State Superintendent—**J. B. THAYER**, of Pierce.  
For Insurance Commissioner—**PHIL. CURRIE**, of Sauk.

Gordon S. Hubbard, the famous pioneer of Chicago, died at his home in that city on Tuesday, aged 81 years. He had been an invalid for four years and for a year prior to his death was totally blind. One of his eyes was removed three years ago owing to blood poisoning, and it was necessary to remove the other eye about a year ago. The cause of his death was old age and a general breaking up of the system. Mr. Hubbard settled in Chicago in November, 1818, when the "town" consisted of Fort Dearborn and two log cabins—one occupied by John Kinzie and the other by a Frenchman.

### CHURCH IN POLITICS.

Under the above title the Recorder of the 14th inst., contains an article adorned with the ear marks of a contribution. The writer takes exception to an editorial which appeared in the Gazette of last Saturday on "The Church in Practical Politics," and takes occasion to impugn and ridicule the motives of the Gazette in its attitude toward the third party. There is in the church a class of people who are willing to unchristianize every man who does not endorse their peculiar views and belief both in doctrine and method. What is true of the church is true of the prohibitionists of the country at the present time. Prohibition is not confined to any particular party. The friends of temperance who practice prohibition are not known as democrats or republicans, but to the third party adherents is delegated the assumed right to say to all temperance people who do not endorse their peculiar views "Stand back; I am holier than thou." Prohibition as a principle and prohibition in politics are as distinctive as day and night. The first is the noble influence which holds in check a tendency to evil and moulds the sentiment with which it is inspired. The second is boisterous in its demands and uncharitable toward its political opponents. The church has no more right to open her doors for the discussion of third party prohibition as a political measure than she would have to either of the great national parties for the same purpose, and in making this assertion the question of morals or christianity is not under discussion. Simple justice demands that political discussions for political purposes be confined to their proper sphere.

### POLITICAL CRANKS.

The republican party pays the penalty of being the thoughtful and progressive party of the country. If its members can congratulate themselves that they are in the company of intelligent and independent men, the rejoicing is tempered with the reflection that this intelligence and this independence are often earned so far as to become crutches and vagaries. When these crutches and vagaries lead their owners to renounce their party because it will not champion their peculiar notions, when they proclaim that society will be disrupted and the nation will collapse because their imaginary remedies will not be prescribed and when they are willing to abandon all political and patriotic principles to secure the success of some chimerical conceit—then such persons become "cranks" in the most offensive and destructive sense.

And there is an abundance of those individuals who propose to return things by the twist of a pea or the lip of a law. The adoption of the principles of free trade is one of the favorite methods by which social and political regeneration is to be secured. A manifesto has recently been issued in the interest of that dogma which is signed by eminent apostles of the doctrine from nearly all the states of the Union. It is safe to say that nine tenths of the signers are republicans. Their party, as a party, is glibly turned from the whig, and has been perverted as a part of its creed, the idea of protection. The democratic party as a party, has held to the doctrine of free trade; but the doctrine has in these later years alternated and diluted so that it is now called "reforming the abuses of the tariff." Glittering promises have been made in all the recent platforms of that party that, with the democracy in power, these abuses would be suddenly and effectually reformed. The universal fatality which overtook all these projects in congress during the past session, show the hollowness and hypocrisy of this claim, but it further shows that the anxiety for reform never has a sufficient hold on the mind of a rock-rotted democrat, to lead him to surrender his party fealty to secure success for any economic idea however important he may conceive it to be. Thousands of republicans, however, seem disposed to abandon their principles to achieve the incorporation of the speculative notion of free trade in the economic affairs of the country.

Another crank who periodically turns up with a great deal of noise, is the man who waxes prohibition at whatever cost. This "crank" always comes from the republican party, except in the south. In that part of the country there is a complete divorce between temperance and politics, and the person there who

dreams of a heaven inhabited only by prohibitionists never thinks of getting there otherwise than through the medium of the democratic party. But in the north, if the prohibitionists cannot leave the whole republican lump, they propose to bring summary destruction on the entire republican party. This class of cranks is among the worst of the whole lot, for under the guise of high moral aims, it insidiously works to bring ruin to all the social and political reforms which that party has achieved in twenty-five years.

The civil service purifier is another person who imagines that the success of his hobby is of more importance than the destruction of all other beliefs and doctrines. It is known of all men that vast strides have been made in the direction of greatly improving the civil service within the past ten years; and it is just as well known that the improvement has come almost, if not entirely through the efforts of the republicans. So rapid and marked has been the advance, that a complete removal of existing evils seemed to be promised within a reasonable time if the natural order of things could be left to do its perfect work. But the "cranks" find it impossible to let well enough alone; they propose crowding their narrow gauge car on the track even if all the other coaches are ditched. The record of the democratic party as a civil service reform agency shows the utter hopelessness of relying on that organization as an agency to accomplish the object. "To the victors belong the spoils," was an aphorism invented by a democrat and it has always been the one essential article in its political creed. Not the least among those who are active and demonstrative in the strife to correct an imaginary grievance are the women suffragists. Apart from the question of the intrinsic excellence of their position, it would seem that history and common sense would teach the futility of confiding in the democratic party for aid in securing the desired consummation. And yet many of the prominent women of the republic, women whose names are synonyms for whatever is good and noble—are found hob-nobbing and dallying with democratic politicians whose only object is to secure the benefit of such associations to further their own nefarious schemes. To a degree, these women are "cranks"; they have a grievance which they wish to have corrected and they propose to allow no considerations of propriety or necessity to stand in the way of securing the desired result.

All these classes—with others—are to be found in the republican party, and neither they nor anything like them, are to be found in the democratic ranks. These classes are distinct from each other and they have no purposes in common. Not one of these classes represents any large number of votes, yet together, they not only weaken, but are able to threaten the integrity of the republican party. Opposed to this party stands the democracy, strong in its antiquity, unborn by internal feuds, based on ignorance and slavish devotion, drawing no inspiration from the past and offering to the republic no hope of improvement in the future, and it is only the existence of the large assortment of "cranks" which makes possible the success of this pretentious organization.

### The Record.

At noon on Tuesday, August 10, the 195th Grand Monthly Drawing of the Louisiana State Lottery took place under the supervision of Gen. G. T. Desobry, of La., and J. A. E. J. Desobry, of Va. No. 68,361 drew the Second Capital Prize of \$75,000. It was sold in fifty at \$1 each; One to Henry Lajoie, Holbrook, Mass., paid through Adams Express Co. to Boston; one to E. Frank, of Kansas, paid through the German bank of Memphis, Tenn.; two others paid through Wells, Fargo & Co.'s bank, San Francisco, Cal. No. 60,349 drew the third capital prize, \$10,000. Nos. 18,325 and 37,815 drew the two fourth capital prizes of \$3,000 each; sold in fifty at \$1 each to parties in Kansas City, Mo., Concordia, Kan., Montgomery, Ala., New Orleans, La., Fort Monroe, Va., Chicago, Ill., and Philadelphia, Pa., &c. The next drawing will occur Tuesday, Oct. 12, 1886, and all information can be had from H. A. Dauphin, New Orleans, La.

### Johnstown.

In the absence of Rev. D. B. Jackson, who preached the funeral sermon of Frederick Weller, of Johnstown Center, the services here Sunday were conducted by Mr. Flann, of Milton, and a dominie of Hamme, who is advocating the cause of prohibition in this state. We agree with him in all his points except the remedy. The great evil is not to be put down by the prohibition party. A little front has been won in low places about the neighborhood but has done no injury as yet heard from and the late tobacco seems to be safe.

What a Change! A few short weeks ago that young girl was the possession of health, vigor and beauty. The blush upon her cheeks rivalled that of the rose; her step was light and buoyant, her every movement was a revelation of perfect physical health. Yet now she is pallid and haggard, and her superabundant vitality has given place to a strange dullness and lassitude. What has caused this change? Functional irregularities, which can be cured by Dr. Pierce's "Favorite Prescription," a remedy to which thousands of women to-day owe their lives. All druggists.

## ASHTABULA RECALLED.

A RAILWAY DISASTER THAT ALMOST EQUALS THAT HORROR.

Nineteen People Crushed into Masses of Broken Bones and Torn Flesh by a Railway Collision—Eleven Others Fatally Injured—A Terrible Catastrophe on the Nickel Plate—Other Fatal Casualties.

Buffalo, Sept. 15.—The following special to the United Press gives particulars of a railway disaster that took place Tuesday morning at 11 o'clock on the Nickel Plate railway. The accident occurred between Irving and Silver Creek, not more than a car's length from the trestle across the creek, and was a collision between an excursion train from Ashtabula, Ohio, to Niagara Falls and a local freight.

At Silver Creek, a small station just out of Dunkirk, the engineer of the excursion train received orders, so it is said, to run ahead, regardless of local freight No. 6, which, the order stated, would side-track for him below the station. He accordingly pulled his train of eleven cars, loaded to their fullest capacity, and had proceeded no far as the shop-house, two miles below the station when he saw smoke floating over the hill top around which the curve went. The locomotive sounded the warning whistle, but it was too late. The local freight, running thirty miles an hour to make the Silver Creek side track, collided with the passenger train, causing one of the worst accidents ever known on the shores of Lake Erie since the Ashtabula disaster.

As soon as the engines came into collision the shock lifted the baggage car of the excursion train from its tracks and drove it backward into the trestle, filled with passengers. Starting in at the forward end of the car, it literally moved down the trestle and crushed their occupants or ground them into unrecognizable masses upon the floor. Out of the thirty-five occupants of the car but two escaped with slight injuries. The scene of the accident was in a deep cut, just where the curve commences. The shock aroused the passengers in the rear cars, and the sound of the engine being wrecked, they rushed out in ten minutes 500 men besides the excursionists were on the ground.

The Lake Shore and Nickel Plate roads upon receipt of news of the accident sent special trains from Buffalo and Erie filled with physicians and medical appliances. At the wreck the sight was horrible. The smoker had been burst by the telescoping, and from the cracks in the corners and seats on the floor blood in streams, making large pools upon the ground. One boy about 13 years of age was caught between the telescoping cars and the window casing, his body half projecting out into the air through the window. His legs were crushed to a jelly between the cars, and he called out upon bystanders to put him out of his misery. From all parts of the car came the moans of the dying and injured. A large number of men, using criminal fire arms, which they had cut in the woods, worked faithfully for two hours before even the first impressioned man was gotten out. Then entrance to the car was gained, but the progress toward the interior for the purpose of getting the dead and wounded out was slow, as the entire woodwork had to be chopped away. The dead were crushed almost beyond recognition, some of the bodies being crushed into a space of a few inches—was literally a death-trap.

As the work of carrying out the dead and wounded progressed, many painful sights were seen. In one place at the center of the car David Sharp, of Erie, was riding with his 19-year-old son. Henry, when the collision occurred they were caught and crushed together in a heap. Charles McSparran, prominently connected with the Stearns Manufacturing company of Erie, had a most marvellous escape. He was picked out of his seat by the drawhead of the baggage car, thrown along the top of the seats, his clothing being torn from his body, and he was finally thrown out of the car window, having received but slight bruises. William Bailett and Henry G. Fink, two prominent Erie merchants were the only ones who escaped from the car unscathed.

When the work of removing the dead and injured had been completed, the corpses were taken to the freight house and laid upon the floor for identification and the injured were taken to the hospital car.

The dead are as follows: W. W. Loomis, a prominent ship-builder of Erie; David Sharp and Willie Sharp, his sons; Charles Hirsch; John Meyers; boy named Rosette; George Heller; John W. Seipert, (all of Erie); Deputy United States Marshal W. P. Reynolds, of Dunkirk; Willie Hester, of Erie; Henry Gehlert, of Pittsburgh; and John F. Gohardt, his son; Stephen Culbertson, hardware merchant, of Waterford; J. W. Cedar, clothing merchant of Erie; Adam Parkhurst, of Maryland; Jacob Kostalos, of Erie, and three others unknown.

The fatally injured are: J. P. Harrington, superintendent Erie Forge company; Louis Laney, Erie, legs and arms crushed; E. W. Martels, Erie, legs and arms crushed and horribly lacerated; Charles Schuch, Erie, severely injured; Henry Haught, of Serranona, same injuries; Martin Rosette, Erie, same injuries; Phil Linton, of Erie, same injuries; William Cramery, of Kersaga, same injuries; Samuel Brown, of Kersaga, crushed and arms and legs broken; Charles Dillon, of Erie, same injuries; Phil Linton, of Erie, legs crushed.

Severely injured: A. W. Coburn, of Kersaga, crushed; John Campbell, of Erie, arms broken; John Sherman, of Erie, arm broken; Charles McSparran, of Erie, body bruised; one man, living in Silver Creek, and who was standing at the side of the truck, driven away by the engine before his name could be learned. The injured were taken to Erie and then to the hospital car and are now being treated at St. Vincent's hospital in that city. Over two-thirds of all injured will die.

The responsibility of the accident is hard to place. Either driver was deemed to be at fault. The engineer of the freight train, who was at Silver Creek, had orders to run to Silver Creek regardless of the local freight. While the engineer of the freight train was ordering the freight train to the right of way as the side track west of the station. The agent at Silver Creek says he knows nothing of orders cutting the passenger train to run by Silver Creek. The accident is one of the most disastrous that has ever visited Erie, and the town is clothed in mourning.

### Woman and Two Girls Killed.

WATKIN, Ind., Sept. 15.—An early 3000 Tuesday morning a terrible explosion was heard by residents of the eastern outskirts of town. Investigation showed that a huge section of the bank of the Wabash & Erie canal had been blown out by dynamite applied in a short time and stopping the wheels of several manufacturing establishments which depended on the canal. The explosion was probably the result of a bridge caused by the removal of the bridge along

the canal by C. W. Wabash, hydraulic company. There is very deep indignation over the outrage, and the perpetrators will be caught and hanged if caught.

Depreciated by a Rope. JACK MOUNTAIN, Mich., Sept. 15.—A strange and frightful accident occurred at the Chinpin mine Tuesday afternoon. Through some neglect, the cable of an ore derrick stretched over the new track was suddenly snapped as a gravel train swept down the hill. The wire cut the stone chutes, blew outboard, and the crew standing on the high-heaped gravel were mowed off or jumped pell-mell for their lives. All sustained contusions or dislocations, more or less severe. Three were killed outright, one of them being decapitated. All of them were men of family.

Fell Two Hundred Feet. NEGATSKIE, Mich., Sept. 15.—Paul Worbe, a miner, 37 years of age, met with a frightful death at the Cambria mine Monday night. While in stepping into the skipper that was to lower the men into the mine, he missed his footing and fell to the bottom of the shaft, 200 feet straight down. The body was badly mangled.

The Marving Mite Disaster. SCRANTON, Pa., Sept. 15.—The miners have not yet succeeded in reaching their comrades who were buried by the caving in of the mine Monday.

### LET HER GO, GALLAGHER.

Gen. Brady, of Star Route Fame, Has Written a Book.

WASHINGTON CITY, Sept. 15.—The Critic publishes an interview with Gen. Thomas J. Brady, of star route notoriety. Gen. Brady says he has lately been dividing his time between cultivating his farm, harvesting his crop and writing a book which will be called "Inside history of the star route episode, and of the electoral court in the Florida elections of 1876."

In answer to questions about his forthcoming book, he said to the Critic reporter: "I propose to place several alleged statements and others in the public pillory in order that their fellow-citizens may see them in their true light. Some people posing before the public as moral saints with a 'holier than thou' cast of countenance, I shall impale upon the corroded points of their own corruption. I shall embellish my book with the authentic photographs and memoranda which will speak for themselves, and I will give the true inside history of the Florida election returns of 1876, and of the star route investigation and trials, with all the collateral incidents, congressional and otherwise, connected therewith."

"I have shielded a lot of hypocrites and moral cowards long enough, and there is nothing left for me to do but to publish the true inside history of these events. They may say of me, as was said of Rosson's private memoirs: 'It is a mighty interesting reading, but he was a damned fool to publish them.' I can't help what anybody may say. It is my time now to speak out, and I shall do so fully and fearlessly."

### Records of the Thoroughbreds.

LOUISVILLE, Sept. 15.—The races on the Kentucky course Tuesday were won as follows: Pamina, 1 mile, 1:45; Sir Joseph, 2 miles, 3:40; Pat Steady, 3/4 mile, 1:17; Lomaland, 3/4 mile, 1:04.

New York, Sept. 15.—At Sheepshead Bay Tuesday the following horses won the races: Telio Doc, 1 mile, 1:15; Pockskin, 1/2 mile, 1:04; Edition, 1/2 mile, 1:04; King, 3/4 mile, 1:15; Ernest, 1/2 mile, 1:04; Mimi, 3/4 mile, on turf, 1:04.

Philadelphia, Sept. 15.—Point Breeze races Tuesday showed the following winners: Netie, 3/4 mile, 1:10; Lord Lorne, 3/4 mile, 1:04; Restless, 1/2 mile, 1:04; Kensington, 1/2 mile, over four hurdles, 2:03.

St. Louis, Sept. 15.—In the morning races on the opening day at Maple Leaf, Lady Whitefoot won first money in the 3/4 mile class, Hilda second, last time, 2:27. Kitefoot and Delany each took two heats of the 3/4 mile class, leaving the race unfinished.

### A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early loss of manhood, &c., I would send a cordial word of advice. I have discovered a remedy that will cure you. FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to Rev. JOSEPH INMAN, STATION D, NEW YORK CITY.

### First District Congressional Convention.

The republican electors of the First district are hereby notified that a convention will be held for the purpose of nominating a candidate for congress to be supported at the ensuing general election, at Elkhorn, on Wednesday afternoon at 2 o'clock, September 15, 1886.

The basis of representation will be the district at the last congressional convention, each county being entitled to one delegate for every full vote cast for James G. Blaine in 1884. The fraction of 25 or under which the proportionate vote would be entitled to 13 delegates, Jefferson 8, Walworth 5, Racine 5 and Kenosha 5.

A. FARR, Chairman.  
F. W. STANBROOK, Secretary.

### Advice to Mothers.

Mrs. Wintrow's Rhoemm Baby Syrup should always be used for children's teething. It soothes the inflamed membrane, cleans the gums, dispels the fever, and is the best remedy for diarrhea, &c. 25c. bottle.

### Superintendent District No. 1.

A republican superintendent district convention for the first superintendent district of Rock county will be held at Postville, September 18, at two o'clock in the afternoon, for the purpose of nominating a candidate for county superintendent of said district, and the election of such other officers as may properly come before said convention for representation on said issue.

H. AUSTIN, Editor.  
Committee.

### Superintendent District No. 2.

THE second superintendent convention will be held at the court house in the city of Janesville, on Thursday, the 24th day of September, A. D. 1886, at two o'clock in the afternoon, for the purpose of nominating a candidate for the office of superintendent. By order of committee.

H. AUSTIN, Editor.  
Committee.

### COMMERCIAL NEWS.

#### JANESVILLE MARKETS.

Reported for the Gazette by Rump & Gray Grain and Produce Dealers.

JANESVILLE, Sept. 15, 1886.

Receipts of grain have been fair during the past week and the market ruled steady at the following quotations:

WHEAT—Winter Red 92c; spring 88c.

WHEAT—In good request at 92c per 80 lbs.

WHEAT—Choice sample 92c; common to fair quality 88c.

BUCKWHEAT—Dull at 40c.

COHN—Shelled 60 lbs. 85c; ear 75 lbs. 35c.

HAY—Timothy for ton \$2.25, other kinds 50c.

SHED—Timothy for ton \$2.25, other kinds 50c.

POULTRY—Turkeys, 10c per dozen.

EGGS—Fresh, 10c per dozen.

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